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6 MAR 1968

NRO, OSD review(s)
completed.

MEMORANDUM FOR: Comptroller, OSA; Attn:

SUBJECT: Background Information for Transmittal to
Col. White's Office

1. The following information was gathered in response to specific questions concerning the OXCART Program for use by Col. White, Exec. Compt/CIA, in "briefing members of Congress, etc."

A. Question: Number of OXCART aircraft and their status:

1. Five Operational Aircraft
3 - Deployed at Kadena
2 - [redacted]

2. Two in storage
1 - [redacted]
1 - Palmdale

3. One test - one trainer at [redacted]

4. Total - Nine aircraft

B. Question: A short narrative starting with the Bennington Fischer Report.

1. The so called Bennington-Fischer Report was an "Advanced Reconnaissance Aircraft Study" submitted during November 1966 by a study group consisting of:

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[Redacted]

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- a. C. William Fischer
Bureau of the Budget
- b. Herbert D. Bennington
Department of Defense
- c. John Parangosky
Central Intelligence Agency

2. The study group was designated by the Secretary of Defense, Director of the BOB and DCI to make an appraisal of the A-12 (OX CART) and SR-71 aircraft fleets.

- a. Five alternative plans were investigated.
 - (1) Alternative I - Status Quo - Separate Basing.
 - (2) Alternative IIa - Mothball 5 - A-12's Separate Basing.
 - (3) Alternative IIb - Mothball 5 - A-12's Consolidated Basing.
 - (4) Alternative III - Mothball all A-12's.
 - (5) Alternative IV - Mothball A-12's and share SR-71's at Separate Bases.
- b. The Report based its finding on these assumptions.
 - (1) The SR-71 was to be fully operationally ready by August 1967.
 - (2) The difference in operational altitudes and speeds were irrelevant.

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(3) Alternative III - Would produce
a five year savings of [REDACTED]
(Memorandum - C. W. Fischer to the
President - Dated 12/26/66, [REDACTED]
Series B)

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C. Question: The date of the decision to
phaseout the OXCART Program.

1. Decision date to phaseout OXCART by
31 December 67 (Alternative III - Bennington -
Fischer - Parangosky study) on 28 December 66
by the President.

D. Question: The dates of subsequent extensions
and the length thereof.

1. Dates of subsequent extensions and length.

a. EXCOM Determination on 29 September 67
and 23 October 67, Memorandum from Dep.,
Secretary of Defense to Dir/NRO, the deployment
at Kadena was extended three (3) months with
[REDACTED] remaining open to 30 June 68.
(SCOPE COTTON DECISION #17, 25 October 67.)

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b. In accordance with Dep., Secretary of
Defense Memorandum 29 December 67 [REDACTED]
the OXCART operational capability was extended
through 30 June 68. The deployment at Kadena
was to continue until "about 15 April 68".
"O" was to have primary mission responsibility
until 15 March and then be in standby status
until 15 April at which time it was scheduled
to redeploy. (SCOPECOTTON DECISION #19)

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c. Latest decision - March 68, instructs "O" to remain in place a minimum of 30 days at Kadena after the SR-71 formally assumes the primary responsibility for SEA overhead reconnaissance.

[REDACTED]
Assistant Deputy for
Materiel, OSA

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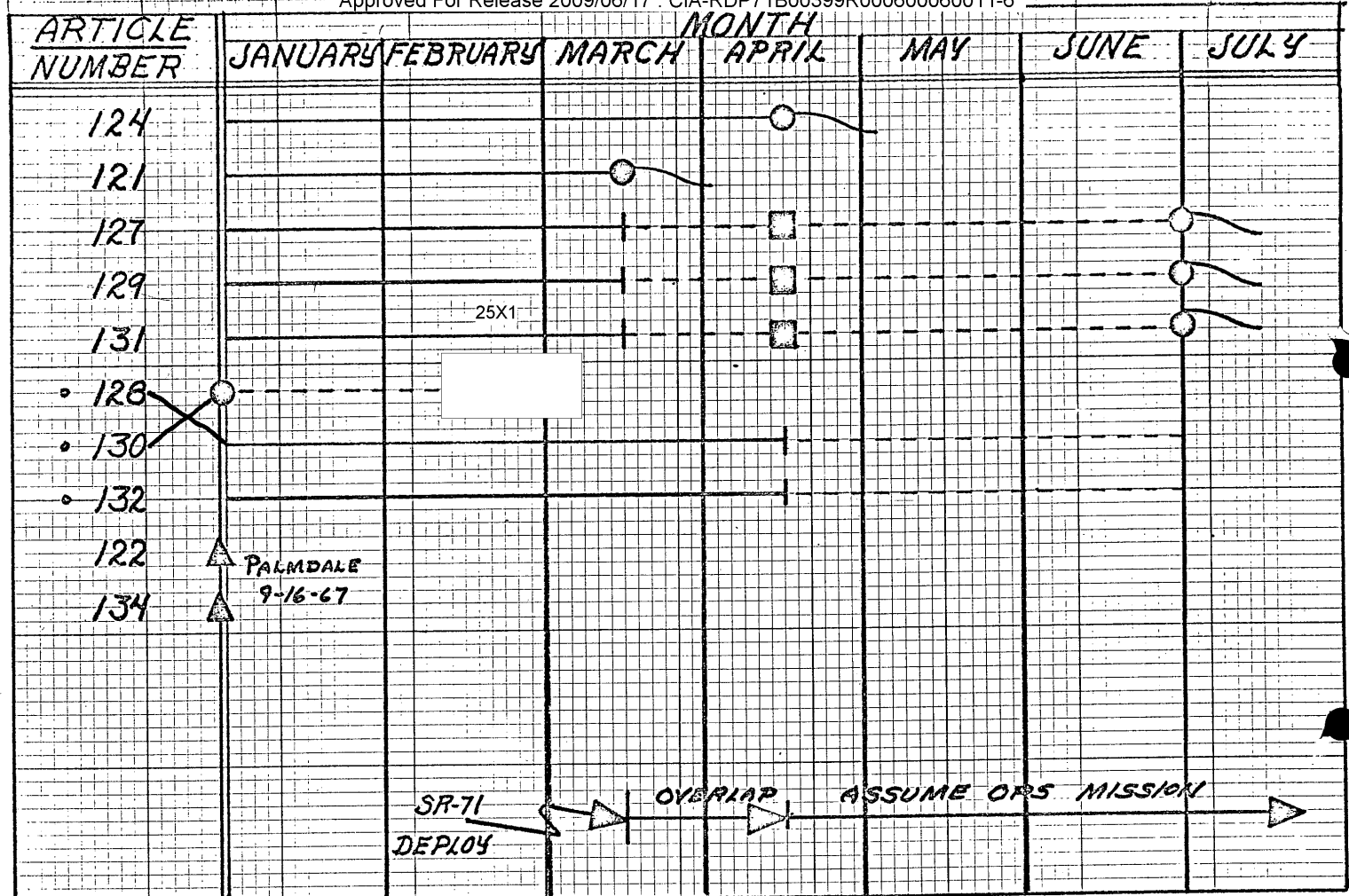
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KEY:
 --- STANDBY
 NO DISP
 ○ STOP FLYING

△ STORE
 □ REDEPLOY

SCOPE COTTON
 DECISION #19
 AIRCRAFT SCHEDULE

• 3 ACFT TO ROTATE IN
 FLYABLE STORAGE.

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I met with [] today to discuss some OSP budgetary matters. During the meeting [] showed me a draft of Scope Cotton Decision #19. Following is an outline, as far as I can recall and from the sketchy notes I made, of the draft decision. [] stated that he was going to discuss the draft with Dr. Flax tomorrow, 12 January.

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1. The OXCART aircraft will be deployed 'til 15 April. It will be on a standby status from 15 March to 15 April. These dates will be re-evaluated later as they are dependent on the operational capability of the SR-71.

2. When the OXCART aircraft are redeployed to [] they will continue to maintain proficiency at [] through 30 June.

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3. One operational aircraft at [] is still to be stored in the hangar at [] and the crew eliminated. The remaining two operational aircraft at [] will continue to fly 'til approximately 15 April as a backup for the operational aircraft at Kadena and then will continue to fly 'til 30 June to maintain proficiency.

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4. OXCART aircraft will not be considered to be responsible for other contingencies unless specified to the contrary by the NRO.

5. Aircraft #122 and #134 will continue to be stored at Palmdale.

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6. The remaining test aircraft is authorized to fly through 15 March to complete current test program and support tests while OXCART has primary operational responsibility at Kadena. Any extension is dependent on submission to and approval by DNRO of a test plan which must show a significant contribution to the NRP.

7. The trainer is authorized to fly through 15 April '68. Any extension is dependent on submission to and approval by DNRO of a training plan which, again, has significant contribution to the NRP.

8. The OXCART support planning for the test aircraft should be based upon 10 hours per month. Support planning for the trainer should be based upon 15 hours per month. (Statement was made that the above aircraft were significantly underflown allowed hours for the first half of FY '68.)

9. SAC will deploy the SR-71 by 15 March '68. An overlap of one month should be assumed with the OXCART aircraft. The Air Force has responsibility for facilities availability related to the SR-71 deployment. The SR-71 will not be deployed until the ALT 28 installation is certified.

25X1 10. [] (KOBOLD) will not be initiated for OXCART.

25X1 11. [] -- this project is to be examined by CIA for implications of the OXCART extension.

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12. The RED LIGHT fuel account to be adjusted by the Comptroller, NRO.

13. Repairable spares on hand at depot or or Kadena will be repaired to extent required to support program.

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14. Airframes spares support through 30 June must be primarily provided from existing on-hand and on-order base and depot OXCART assets drawing down to zero assets if necessary.

15. Residual assets common to both projects are to be turned over to the SR-71 at Kadena.

16. Special OXCART assets are to be returned to or the depot as the situation warrants.

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17. Joint use of assets at Kadena will apply during overlap.

18. Additional spares orders to be based on:

(a) Items which can be delivered by 31 May against program authority,

(b) Items for replenishment of stock to 90 day level for 5 operational aircraft to the extent that forecast usage indicates that residual assets at 30 June be below the 90 day level. (Delivery lead time would not be a limiting factor for these orders.) No procurement for rebuilding base depot stock or fly away kits.

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19. Agency to submit a plan to DNRO of proposed engine spares and overhaul support for the extension through 30 June.

20. EGG support is authorized through 15 March. Any extension is dependent upon submission to and approval by DNRO of [] support plan which would produce significant contribution to the NRP.

21. Current '68 approval considered to essentially cover support for flying from Kadena to 1 February and from [] through 31 March. If not sufficient, need request for deficiencies through 31 March and, of course, all additional costs through 30 June.

22. Close-out costs will be addressed separately.

23. TAGBOARD program, if not completed by 31 March, may continue at [] to 30 June; however, training and operations will start at Beale Air Force Base.

24. Residual OXCART assets are to be turned over to other programs. Comptroller, NRO, should be notified if the delay in turn-over, i.e., 30 June, will adversely affect the other programs.

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REGENERATION PACKAGE

A. Box A: Organization/Training/Familiarization

(1) General

- (a) Det 1 (SOPS)
- (b) Reports control manual (Copy 10)
- (c) Project Headquarters Directives
- (d) Flight Manual (Copy 23)

(2) Commander: Commanders emergency guide continental United States.

(3) DCM (Maintenance)

- (a) A-12 Utility Flight Manual, (Copy 35)
- (b) DCM Policy Book
- (c) Article Recovery Manual
- (d) DCM SOP file (base)
- (e) 24-hour generation checklists
- (f) Daily scheduling form
- (g) aircraft flight maintenance record
- (h) weekly scheduling reliability form
- (i) organizational chart

(4) Flight surgeon: Pilot Control Manual

B. Box B: Organization/Training/Familiarization (continued)

(1) Deputy Commander for Operations (DCO)

(a) General

- 1 test plans and reports
- 2 SOPS, Directives and Bulletins
- 3 emergency packets for pilots

(b) Training

- 1 Briefing and debriefing guide
- 2 A-12 pilot checkout training plan
- 3 TA-12 flight manual
- 4 Miscellaneous blank forms

(c) 1 performance data book

- 2 INS steering simulations
- 3 Scheduling book (timing data and route pictures)
- 4 Flight Planners Manual
- 5 map and film strip, and map card
- 6 letdown plates (for format)
- 7 miscellaneous formats

(d) Life Support (DCOL): checklists and forms

(e) Command Post (DCOC): FAA coordination file

(f) Evaluation/Standardization (DOE)

- 1 test reports and evaluations
- 2 INS evaluations and future programs
- 3 final reports on air to air TACAN tests

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- 4 SSB (Sel Call Report)
- 5 final report - package four
- 6 radar beacon (rendevous) final report
- 7 Survival Radio Report
- 8 Package One C Final Report
- 9 Pratt and Whitney Test Report
- 10 Status Report on miscellaneous tests

C. Box C: Organization/Training/Familiarization (con't)^{25X1}

- (1) 19 copies of Flight Manuals (A-12 and TA-12)
- (2) 19 copies of Pilots Check Lists (A-12 and TA-12)
- (3) 4 copies of Performance Manuals

D. Box D: Operational Data:

(1) General

- (a) Det 1 Ops Order 50-67-01, U.S. Deployment (U.S.)
- (b) Det 1 Ops Order 54-67-01 (Rev 2) Redeployment from overseas
- (c) Det 1 Ops Order 53-67-01 (Rev 1) Deployment to overseas base
- (d) Det 4, 313 ADIV Ops Order 52-67-01, deployed Det
- (e) Hqs Oplan 52-67 (Rev 1) Operations overseas
- (f) Hqs Oplan 54-67 (Rev 1) Redeployment from overseas
- (g) Hqs Oplan 54-67 (Rev 1) Deployment to overseas
- (h) SAC Ops Order 62-68-07 (Rev 1) Redeployment from overseas

- (1) SAC Ops Ord 62-68-06 (Rev 1) Deployment to overseas
- (j) Messages pertaining to support 25X1
- for special classified operations overseas
- (k) Briefing slides on quick reaction capability
- (2) Commander: Emergency Guide
- (3) Maintenance (DCM) Emergency Ground Handling Manual (Copy 2)
- (4) Flight Surgeon: No additional items
- (5) Deputy Commander for Operations: (DCO)
 - (a) General
 - 1 mission guide
 - 2 Operational reading file
 - 3 Tactical doctrine (Copy 13)
 - 4 25X1
 - 5 25X1
 - (b) Training: No additional items
 - (c) Mission Support (DCOM)
 - (1) Notes for rotating flight planners
 - (2) Emergency Base Pilots Study Guide
 - (3) Debriefing Guide
 - (4) Flight Planning Generation Aids
 - (5) Operational map and film strips and backup map card
 - (6) FLGI planning generation check list

- (d) Life Support (DCOL) No Additional items
- (e) Command Post (DCOC) mission coordinators check-list